

**From:** [Paul Bevan | Cycling UK](#)  
**To:** [planning](#)  
**Subject:** Planning application P/2024/0152 (Units A1 and B8, Eagles Meadow Shopping Centre)  
**Date:** 21 March 2024 08:59:42

## Planning application P/2024/0152 (Units A1 and B8, Eagles Meadow Shopping Centre)

Dear Sir/Madam

I write in reference to planning application P/2024/0152 (Units A1 and B8, Eagles Meadow Shopping Centre).

The use and location is highly positive for active travel, being central within the city and close to proposed Active Travel routes within the Wrexham Integrated Active Travel Network Map. The proposed uses, along with other leisure facilities within Eagles Meadow, should be attractive to a wide range of users including younger people for whom cycling and wheeling represents a functional, low cost, and safe form of transport.

However, whilst the location benefits from cycle storage in the parking garage of Eagles Meadow, this is a significant distance from these Units and requires navigating the car park and entry roads directly sharing routes with cars.

This should be resolved by the provision of a number of 'Sheffield Stands' at the entrance to Unit A1 on Smithfield Road (on the plaza in front of Unit A1/ the 'Next' Unit) and at the entrance to Unit A1 within Eagles Meadow which would provide closer cycle parking to the Unit suitable for the users of the new facilities. These locations will be at the junction of two identified Wrexham Active Travel routes (WX-WRE-C018 and Wrex-Wre-SUP190) and link to Active Travel route WX-WRE-C016 by cycling through Eagles Meadow.

This would ensure the application complies with Wrexham LDP DM1 (Development proposals, where relevant, must: [...] Prioritise walking, cycling and public transport use ahead of travel by car) and Policy T1 (Development should in the first instance be accessible by walking and cycling, then by public transport and finally by private motor car) as well as the following Wrexham and Welsh Government planning policies:

### **Wrexham's LDP2:**

- SO4 (Promote active travel and use of public transport by locating new development in the most accessible and sustainable locations; and seek to alleviate known highway infrastructure capacity constraints on the road network within the County Borough and Ensuring new development sites are located to maximise active travel and integrate with public transport opportunities)
- SO6 (including Creating accessible, permeable, connected and legible places and reduce predominantly car-based developments to encourage active travel and Locating new developments in places where people can to walk and cycle to) a range and choice of facilities)
- SO10 (including Promoting sustainable patterns of development, locating homes and jobs within close proximity to each other which are accessible by active travel modes)
- Policy T2: Active Travel in general and specifically the policy that new development will be supported where: Walking and cycling infrastructure is an

integral part of the overall design of the scheme; and Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided and Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements.

**\*\*Wrexham's Active Travel Network Map \*\***

**Future Wales:** Particularly Outcome 7 and Policy 12 which states Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement.

**Planning Policy Wales Edition 12:** particularly Section 4 including:

- 4.1.31 Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.
- 4.1.32 Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.
- 4.1.33 Development plans must identify and safeguard active travel routes and networks, including those identified in the Integrated Network Maps required by the Active Travel Act, and support their delivery.
- 4.1.33 New development should be integrated with active travel networks and contribute to their expansion and improvement, through the inclusion of well-designed routes and facilities as part of the schemes and financial contributions to pay for off-site connections.
- 4.1.34 In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act.
- 4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.

### **The Active Travel Act (2013) and Welsh Government Statutory Guidance**

The Wrexham LDP2 states under Policy T2: Active Travel, that:

\*Provision of infrastructure where appropriate and justified will be secured through planning conditions, planning obligations, Community Infrastructure Levy (if adopted) and matching transport funding. Design and Access Statements, Transport Assessments and Travel plans, where required, should detail how development proposals can support Active Travel. \*

Therefore I urge the council to consider planning conditions related to the installation of cycle parking, compliant with Welsh Government's Active Travel Guidance, on the two areas outside of Unit A1 (Smithfield Road and Eagles Meadow sides) by the applicant who has overall responsibility for the centre.

Many thanks,

Paul Bevan

Local Representative of Cycling UK in the Cycle Advocacy Network

